MidTerm Conference: Envisioning the Port of the Future: the 2030 horizon

4th of April 2019 – Port of Trieste

#DocksMidtermConference
Welcome Address

Zeno D’Agostino (President of the Port Network Authority of the Eastern Adriatic Sea)
Welcome Address

Alexio Picco, Docks the Future Coordinator (Circle SpA)
Key Note Speech

IMO’s climate mitigation strategy and the Global MTCC Network (GMN)

Anton Rhodes, International Maritime Organisation (IMO)
The GMN Project
DocksThe Future Conference, 4 April 2019
Trieste, Italy

The Global MTCC Network (GMN) project is funded by the European Union and implemented by IMO. The views expressed in this presentation can in no way be taken to reflect the views of the European Union.
IMO’s work to address GHG emissions from ships
Adoption of the Initial IMO Strategy on Reduction of GHG emissions from ships

RESOLUTION MEPC.304(72)
Adopted on 13 April 2018

INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS

THE MARINE ENVIRONMENT PROTECTION COMMITTEE

RECALLING Article 38(e) of the Convention on the International Maritime Organization (the Organization) concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

ACKNOWLEDGING that work to address greenhouse gas (GHG) emissions from ships has been undertaken by the Organization continuously since 1997, in particular, through adopting global mandatory technical and operational energy efficiency measures for ships under
Adoption of the Initial IMO Strategy on Reduction of GHG emissions from ships
Programme of follow-up actions of the Initial Strategy up to 2023

• October 2018, MEPC 73 approved the Programme of follow-up actions of the Initial IMO Strategy on reduction of GHG emissions from ships up to 2023

• This programme of actions identifies several parallel streams of activity:

  • Consideration of concrete proposals for new measures by MEPC 74 (May 2019)
    - the use of speed optimization and speed reduction
    - incentives for first movers to develop and take up new technologies
    - Capacity-building, technical cooperation, R&D

  • Mechanism to assess impacts on States of measures

  • Fourth IMO GHG Study to update estimates and projections
Example of candidate short-term measure: ports

- the Initial IMO Strategy identifies as a candidate short-term measure:

> consider and analyse measures to encourage port developments and activities globally to facilitate reduction of GHG emissions from shipping, including provision of ship and shoreside/onshore power supply from renewable sources, infrastructure to support supply of alternative low-carbon and zero-carbon fuels, and to further optimize the logistic chain and its planning, including ports;
The IMO – EU Global MTCC Network Project (GMN)
The current status?
Future development

Green / Smart ports
GHG reductions

Energy efficiency & GHG emissions

Ship Fuel consumption: US$ 100 to 150 Billion / year

Current Emissions: 950 Million T COeq
Further information

• GMN project website: http://gmn.imo.org/

http://www.mtccasia.org
http://mtccafrika.jkuat.ac.ke
https://utt.edu.tt/index.php?wk=68
https://mtcclatinamerica.com
http://mtccpacific.spc.int
Key Note Speech

European ports policy and the port services regulation
Rafal Stanecki, Directorate General Mobility and Transport, European Commission
EUROPEAN PORTS POLICY AND THE PORT SERVICES REGULATION

DocksTheFuture MidTerm Conference
Trieste - 4th April 2019

Ports and Inland Navigation Unit DG MOVE
R&I Unit DG MOVE
Role of ports in the EU: Many, diverse and very important

- Over 1200 commercial sea ports
- 3.8 billion tonnes of goods and 400m passengers in 2016
- 62% of goods imported or exported from the EU
- 25% of goods transported within EU and 10% national
- More than 2.1m calls of vessels in main EU ports in 2016
  17.2 billion GT, average size of 8200 GT
- Top 20 cargo ports handle 39% of all the goods transported
- Liquid bulk 38.1% Dry bulk 22.2% Containers 21.7% RoRo 12.4%
- Ports are valuable assets which we need to preserve and strengthen!
EU ports policy

• For more than 20 years – latest update was 2013 Communication “Ports – An engine for growth”
  

• Aims to help EU ports in dealing with the challenges of the sector

• No “one size fits all” approach – recognises individual characteristics of ports

• Support the EU ports to reach their potential in a number of ways:

  Legislative clarity
  Funding
  Coordination
  Supporting sector initiatives
Level playing field: stable and transparent legal framework

- Adoption of Directive 2014/23/EC on the award of concession contracts
- Infringement procedures against abusive restrictions of port services
- Clarification on state aid rules for port investments
  - Extension of General Block Exemption Regulation
  - State aid control – some 40 cases since 2011
Administrative simplification

- Proposal for a Regulation establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU
  
  https://eur-lex.europa.eu/resource.html?uri=cellar:ca8b13b0-59cd-11e8-ab41-01aa75ed71a1.0001.02/DOC_3&format=PDF

- Proposal for a Regulation on electronic freight transport information
  
  https://eur-lex.europa.eu/resource.html?uri=cellar:263df089-59bb-11e8-ab41-01aa75ed71a1.0001.02/DOC_1&format=PDF

- Digital Transport and Logistics Forum
Greening the blue sector: environmental aspects

• For ports themselves (support to GreenPorts, CEF and H2020 funding)

• Ports facilitating greening of maritime sector: Clean Power Transport Directive: LNG refuelling points and Shore Side Electricity by 2025

• Environmentally differentiated charging

• Revision of the Port Reception Facilities Directive

• European Ports Forum – Subgroup proposal
We need to push ahead: Innovation

- Horizon 2020 / Horizon Europe
- Task ‘the Port of the Future’
  - Docks the Future
  - Port Forward
Port Services Regulation 2017/352
Basic Philosophy

• Open access to the market of port services
• Clear and comprehensive justification for decisions of competent authority or managing body of the port
• Transparency, objectivity, non-discrimination and proportionality
• Cooperation with all interested parties
What the Regulation is NOT

- One solution fits all
- Not a “European Ports Model”
- Designed for a specific port/country
- Linked to ownership status
- Silver bullet to solve all issues
- A place to solve other issues (e.g. state aid)
Scope of application: which ports?

- All TEN-T core and comprehensive ports
- However:
  - MS may decide to extend
  - MS may exclude comprehensive ports in outermost regions
  - Certain possibility for exemption for smaller ports from specific provision
Scope of application: 8 Port services

• Bunkering
• Cargo-handling
• Mooring
• Passenger services
• Collection of ship-generated waste and cargo residues
• Pilotage
• Towage
Key Provisions (1)

- **Article 3** – Open access is the "default mode". Article 3 defines "allowable" restrictions – no other restrictions allowed!

- **Article 4** – Minimum requirements: transparent, objective, non-discriminatory, proportionate, and relevant to the category and nature of the port service concerned.

- **Article 6** – Limitations of number of providers if clear justification and open selection procedure. Flexibility for smaller ports (indicative cargo thresholds: Bulk < 2.2 mio t & Non-Bulk: 1.5 mio t)
Key provisions (2)

- Article 11 – Transparency of public funding and separation of accounts for services or dredging publicly funded (smaller ports – like for Art 6 may be excluded but under certain additional conditions)

- Article 12 – Port service charges for pilots and public services: transparent, non-discriminatory and proportionate to the costs.

- Article 13 – Port infrastructure charges according to the port’s own commercial strategy and investment plans.
Key provisions (3)

- **Article 15** – Consultation of stakeholders for charging policy and other issues (in matters under responsibility of managing body of the port)

- **Article 16** – National procedures and authorities to be designated to handle complaints. Exchange of info between MS.

- **Article 21** – port service contracts of limited duration concluded before 15/02/2017 not affected. Unlimited must comply by 1/07/2025
### Key Dates

<table>
<thead>
<tr>
<th>Article</th>
<th>WHAT?</th>
<th>WHO?</th>
<th>BY WHEN?</th>
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<tbody>
<tr>
<td>22</td>
<td>Entry into force</td>
<td>All</td>
<td>24 March 2017</td>
</tr>
<tr>
<td>22</td>
<td>Application</td>
<td>All</td>
<td>24 March 2019</td>
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<tr>
<td>1.5</td>
<td>Non-application to ports of outermost regions</td>
<td>Member States</td>
<td>Upon MS decision</td>
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<td>6.7</td>
<td>Limitations of service providers for small ports</td>
<td>Member States</td>
<td>Upon MS decision</td>
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<td>7.3</td>
<td>Public Service Obligation in all maritime ports</td>
<td>Member States</td>
<td>Upon MS decision</td>
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<tr>
<td>10.2</td>
<td>Inclusion of pilotage in Chapter I</td>
<td>Member States</td>
<td>Upon MS decision</td>
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<tr>
<td>11.8</td>
<td>Limited separation of account for small ports</td>
<td>Member States</td>
<td>In advance of decision</td>
</tr>
<tr>
<td>16.7</td>
<td>Mechanisms and designation of authorities to handle complaint</td>
<td>Member States</td>
<td>24 March 2019 + update as necessary</td>
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<tr>
<td>16.7</td>
<td>Publication of list of authorities by Commission</td>
<td>Commission</td>
<td>Upon receipt of relevant info from MS + update as necessary</td>
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<tr>
<td>17</td>
<td>Information on other relevant authorities – Art 11, Art 12, Art 13</td>
<td>Member States</td>
<td>24 March 2019 + update as necessary</td>
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<tr>
<td>17</td>
<td>Publication of list of other authorities by Commission</td>
<td>Commission</td>
<td>Upon receipt of relevant info from MS + update as necessary</td>
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<td>19</td>
<td>Rules on penalties</td>
<td>Member States</td>
<td>24 March 2019 + update as necessary</td>
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<td>20</td>
<td>Report on effect of Regulation</td>
<td>Commission</td>
<td>24 March 2023</td>
</tr>
<tr>
<td>21</td>
<td>Amendment of existing contracts with no time limit</td>
<td>Member States</td>
<td>1 July 2025</td>
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Next steps

• Implementation
• Legal clarifications
• Exchange of information between Member States
• Monitoring

=> European Ports Forum
Thank you for your attention

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